

Appendix D

Federal, State, Regional, and County Policy Matrix

San Mateo County Comprehensive Bicycle and
Pedestrian Plan

Final

Adopted September 8, 2011

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Table D-1: Summary of National, State, Regional, and County Plans and Policies

Agency	Plan or Policy	Description	Relevance to CBPP
C/CAG	San Mateo County Comprehensive Bicycle Route Plan (2000)	This Plan presents a strategic guide to implementing bike routes in the San Mateo County, including the City jurisdictions, identifies a countywide network of bike routes and 15 high-priority projects.	The CBPP is updating the bicycle component of this plan and adding a pedestrian component.
C/CAG	Countywide Transportation Plan 2010 (2001)	CTP's overarching goal is to reduce traffic congestion in San Mateo County by increasing transit and non-motorized facility capacity, performance and demand and increasing the performance of existing roadways. The CTP is currently being updated.	CBPP implements the bike and pedestrian policies identified in the CTP: 1) Develop a bikeway system that is fully integrated into the transit system and provides more incentives for integrating bikeways and transit modes. 2) Encourage cities to promote land use patterns and development that make walking more viable and inviting and to identify and improve existing locations that are dangerous for pedestrians.
C/CAG	Countywide Transportation Plan 2035 Bicycle and Pedestrian Goals and Policies (in development)	C/CAG is currently updating the CTP 2010 and has developed draft vision, goals, objectives, and policies for both bicycling and walking. The goals and policies include benchmarks for increasing the market share of walking and bicycling trips for all purposes and for commute trips, recommended prioritization criteria, and general policies relating to land use, barriers, traffic calming, education, encouragement, and integration with public transit.	The CBPP goals and policies should complement those in the Draft CTP 2035 goals and policies.
C/CAG	Congestion Management Program for 2009	C/CAG, as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The CMP identifies strategies to meet transportation needs, develops procedures to alleviate motor vehicle congestion, and promotes countywide solutions. The CMP roadway system includes all State highways in the County, Mission Street, Geneva Avenue, and Bayshore Boulevard.	This plan focuses on vehicular traffic congestion relief and does not propose bike/ped facilities. Proposed bicycle and pedestrian improvements on the CMP network should consider the LOS and other performance standards contained in the CMP.
National and State Plans, Policies, Guidelines, and Practices			
UCDOT/ FHWA	Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (March 2010)	This policy statement on integrating bicycling and walking into transportation infrastructure encourages, but does not require, public agencies and professional associations to "[commit] themselves to integrating bicycling and walking into the transportation mainstream."	The CBPP assists local jurisdictions in integrating bicycling and walking into the transportation infrastructure.

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California	California Complete Streets Act (AB 1358) (2008)	This law requires “that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users” including bicyclists and pedestrians. This provision goes into effect on January 2011.	The CBPP includes information that could assist local cities and the County update their Transportation Elements to meet the needs of bicyclists and pedestrians.
California	California Global Warming Solutions Act (AB 32) (2006)	This law aims to reduce the state’s emissions of greenhouse gases (GHG) to 1990 levels by 2020 and to 80 percent below 1990 levels by 2050. The law requires the state’s Air Resources Board (ARB) to adopt a “scoping plan” indicating how the 2020 target for emissions reductions may be achieved.	The CBPP promotes walking and bicycling as strategies that reduce GHG by reducing vehicle miles traveled (VMT).
California	California Senate Bill 375 (2008)	This law requires the Air Resources Board to develop regional targets for reductions in greenhouse gas emissions from passenger vehicles for 2020 and 2035. MTC is required to prepare a “sustainable communities strategy” for meeting the emissions reductions target through transportation and land use actions that reduce the number of vehicle-miles traveled.	The CBPP promotes walking and bicycling as strategies that reduce VMT.
Caltrans	Complete Streets— Integrating the Transportation System (DD 64-R1) (2008)	This Deputy Directive, an update of the original 2001 Deputy Directive, establishes a routine accommodation policy for Caltrans. The policy “recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system” and addresses the needs of bicyclists, pedestrian users regardless of funding. “Bicycle, pedestrian and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance and operations.”	The CBPP will integrate bicycling and walking into the transportation infrastructure.
Caltrans	California Strategic Highway Safety Plan (SHSP), v. 2	The SHSP is a statewide plan that provides a coordinated framework for reducing fatalities and serious injuries on public roads in California. The SHSP identifies Challenge Areas for improving road safety in the State. Relevant Challenge Areas include intersections (Challenge Area 7), pedestrians (Challenge Area 8), and bicyclists (Challenge Area 13).	CBPP goals and policies are compatible with the SHSP.

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Regional Plans, Policies, Guidelines, and Practices			
ABAG	The Bay Trail: Planning for a Recreational Ring Around San Francisco Bay (1989)	ABAG adopted this Plan with the goal of developing a 400-mile loop trail around the San Francisco Bay Area. Senate Bill 100 mandates that the Bay Trail provide connections to existing parks and recreation facilities, create links to existing and proposed transportation facilities, and be planned in such a way as to avoid adverse effects on environmentally sensitive areas.	The Bay Trail is partially complete within San Mateo County. The CBPP includes the Bay Trail alignment as a countywide bicycle route and refers local agencies to Bay Trail policies that guide trail alignment, trail design, environmental protection, transportation access, and implementation.
ABAG	San Francisco Bay Trail Gap Analysis (2005)	The San Francisco Bay Trail Gap Analysis Study is a continuation of the Bay Trail Plan (1989), which seeks to complete a continuous 500-mile trail around the San Francisco Bay.	The Gap Analysis identifies short-, mid-, and long-term gap segment projects in San Mateo County (pp. 30, 39-40, 48), ranks the gap segments (Appendix C), discusses next steps for closing the gaps, and estimates funding needs to complete the trail (Appendix A).
BART	Bicycle Access Parking Plan (2002)	This plan presents a system-wide approach to planning for bicycle access and parking in the BART system to encourage bicycling as a station access mode. Volume 1 of the plan includes system-wide recommendations for improvements to bicycle access (pp. 3-1), parking (pp. 3-6), promotion (pp. 3-18), and future station projects and transit villages (pp. 3-16).	The policies are applicable to the five BART stations located within San Mateo County: the Daly City, Colma, South San Francisco, San Bruno and Millbrae stations.
BART	Station Access Plans	These plans include site-specific bicycle access and parking plans for BART stations. In San Mateo County, only Daly City has a completed Station Access Plan (2002). BART also provides brief station area planning updates on its website. Planning updates for Colma, San Bruno, Millbrae and South San Francisco describe TOD/mixed use development at those stations	Daly City BART Station Access Plan includes recommendations for bicycle and pedestrian improvements. The CBPP is consistent with this plan.
Caltrain	Caltrain Bicycle Access and Parking Plan (2008)	The Plan proposes improvements to the 10 stations that account for 75 percent of the system's cyclist-passenger volumes with the goal of increasing the number of people that arrive at the stations by bicycle. The plan identifies system-wide and station-specific issues, including the existing bicycle parking capacity (Table 3.1) and recommended bicycle parking (Table 3.2) for each station.	The Millbrae, Hillsdale, San Mateo, and Redwood City stations are assessed by the plan. The CBPP is consistent with this plan.

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MTC	Regional Policy for the Accommodation of Non-Motorized Travelers (MTC Resolution No. 3765) (2006)	The policy calls for creation and implementation of a checklist that promotes the routine accommodation of non-motorized travelers in project planning and design.	Supports the concept of routine accommodation in San Mateo County.
MTC	Transportation 2035 Plan for the San Francisco Bay Area (April 2009)	The vision for the Plan is to support a prosperous and globally competitive Bay Area economy, provide for a healthy and safe environment, and promote equitable mobility opportunities for all residents. The Plan identifies how approximately \$218 billion in anticipated federal, state and local transportation funds should be spent in the Bay Area over the next 25 years.	The Transportation 2035 Plan commits \$1 billion to the Regional Bicycle Program. San Mateo County projects are discussed on pages 116 to 118.
MTC	Snapshot Analysis Development Report (2010) and Associated Maps	The Snapshot Equity Analysis analyzes key transportation-related indicators in order to assess transportation conditions in low-income and minority communities of concern today and to track changes over time. Of particular interest are the SF Bay Area Walkability Index (Map 3), the Bicycle Collisions (2006) (Map 10), and Pedestrian Collisions (2006) (Map 11) maps.	Within San Mateo County, the communities of concern consist of Daly City, South San Francisco/San Bruno, San Mateo and East Palo Alto/North Fair Oaks. The CBPP considers communities of concern when prioritizing bikeways and pedestrian projects.
MTC	Regional Bicycle Plan for the San Francisco Bay Area (2009)	This Plan identifies regional bikeway connections in the San Francisco Bay Area and strategies to fill gaps in the regional bikeway network (RBN). The goals and policies of the plan (pp. 6-10) include routine accommodation of bicyclists and pedestrians; bicycle safety, education and promotion; multi-modal integration; and development of comprehensive support facilities and mechanisms.	CBPP should incorporate the bikeways identified in the Regional Bicycle Plan. The plan identifies built and unbuilt regional bikeway network links in San Mateo County (pp. 39, 86-87, and 97).
County Policies, Guidelines, and Practices			
County	Draft Trails Master Plan (2010)	The County is in the process of updating the Trails Master Plan (2001) and drafts were not available at the time of this writing (August 2010). Among several goals, the Trails Plan Update seeks to review opportunities for linkages to other City, Special District, State and other facilities. As part of the Trails Master Plan effort, the County has identified potential Bay to Ocean multi-use trails, which include shared-use paths, on-street bicycle facilities and sidewalks.	The CBPP includes relevant portions of the Bay to Ocean Trails identified in the Trails Master Plan.

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County	San Mateo County 2001 Trails Plan (2001)	The Trails Plan includes an inventory of existing trails, proposed trail routes, County trails policies, design guidelines, and use and management guidelines. The County is currently updating this plan. (See entry above.)	The Trails Plan identifies 166.5 miles of existing trails and approximately 304.45 miles of proposed trails. Trails are identified as either County Trail Routes or Regional Trail Routes. Of the four Regional Trail Routes described in the Plan, three are part of the Countywide Bicycle Network proposed in 2000: the California Coast Trail, the Juan Bautista de Anza National Historic Trail (includes El Camino Real) and the San Francisco Bay Trail
C/CAG, Sam Trans, Valley Transportation Authority (VTA)	Grand Boulevard Multimodal Transportation Corridor Plan	The Corridor Plan directs development within the 43-mile El Camino Real Corridor from Daly City to San Jose's Diridon Station. This Plan provides guidance to local communities on how to accommodate all transportation modes on El Camino Real.	The CBPP supports the Grand Boulevard Initiative by prioritizing projects along El Camino Real.
SMCTA	Strategic Plan 2009-2013 (2008)	SMCTA's Strategic Plan provides a policy framework for guiding programming and allocation decisions within the structure established by the 2004 Transportation Expenditure Plan. The Strategic Plan is a living document that continues to evolve as the SMCTA implements the Measure A program.	Three percent of the 2009-2033 Measure A funds are dedicated to bicycle and pedestrian projects (\$45 million in 2004 dollars over the life of the program). Qualified expenditures include paths, trails and bridges over roads and highways.

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